

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT NO. [] 50X1
[] 50X1
DATE DISTR. 2/ Nov 1952
NO. OF PAGES 2
NO. OF ENCLS. 1
(LISTED BELOW)
(A)
SUPPLEMENT TO REPORT NO. 50X1

COUNTRY Czechoslovakia
SUBJECT Railroads and Bridges/Regulations on the
Blanice River

50X1 PLACE ACQUIRED []

50X1 DATE ACQUIRED []

DATE OF INFO []

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED, ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. Many railroad lines in Czechoslovakia use the old Austrian-type trackage. [See Enclosure (A), Sketch #1] However, since the republic gained its independence, a large portion of these, especially the main lines, have been replaced by a heavier type that is by the T System type and the A-Xa system. [] The standard gauge (1.435) and the distance between lines drawn through the middle of the tracks (4.M) is shown [Sketch #2]. There is a strong possibility that the tracks have been converted to the gauge in use in the USSR.
2. At the present time railroad lines with the T System superstructure permit a maximum speed of 80 kilometers per hour. Consequently, the maximum permissible curvature will correspond with a minimum radius of Curve R = 300 meters.
3. The type, quantity, and capabilities of equipment used in railroad construction can be obtained best from a book in the Czechoslovakian language by Professor 50X1 Klokner, called "Zeleznice".

4. []

- 50X1 5. []
The Pilsen-Klatovy, Klatovy-Domazlice, Domazlice Pilsen, Klatovy-Mestys Zelezna Ruda (Eisensten) and the Klatovy-Horazdovice. Supplies of fuel and water and the marshalling yards or transport depots for these lines were located at Klatovy, Domazlice, Horazdovice, and Pilsen.

CLASSIFICATION										CONFIDENTIAL/SECURITY INFORMATION									
S	X	N	X	A	X					DISTRIBUTION									
A	X	A	X	I	X													ORR	EV

CONFIDENTIAL/SECURITY INFORMATION

50X1

- 2 -

6. In regard to railroad bridges in general, those with large spans were built of iron, whereas smaller railroad bridges (up to 10 meters) were usually constructed of stone or stone and concrete. Overpasses (over railroads or over narrow rivers and streams) for the most part were built with three-span re-enforced concrete. The end spans were 6 to 12 meters and the middle span was 10-20 meters, depending upon the width of the river bed and the number of railroad tracks over-passed. Sketches #3 and #4.
7. In computing statistical calculations for bridges the load of the train is taken into account in accordance with sketches Nos 5 and 6.
8. The quality and method of construction of railroads was very good. Qualified, technically trained supervision was adequate, and detailed inspection of all phases of construction was mandatory.
9. The type of train control and signal systems used on the Bohemian-Slovakian-Moravian road system was identical. That was the road blocking by means of semaphores.
10. About the density of rail traffic on the following lines, long 50X1
distance passenger trains:
Pilsen Klatovy-Domazlice, 6
Klatovy-Mestys Zelezna Ruda, 4
Pilsen-Domazlice-Furth, 6
Budejovice Pilsen, 7
Prague-Protivin-Budejovice, 7
Prague-Pilsen-Cheb, 10
Horazdovice-Klatovy, 5
Horazdovice-Pilsen-Tabor-Jihlava-Brno, 5
Prague-Pardubice-Brno-Bratislava, 10
Brno-Memcky Brod, 5
Brno-Vlachy (Slovakian border), 6
The same number of trains ran in the opposite direction.
11. It was necessary to control the Blanice River because large areas in its lower reaches were inundated after each spring flood. The water would remain in the meadows for a long period, depriving these meadows from being used for agricultural purposes. The Blanice River originates in the Sumava Mountains, and it empties into the Otava River at Pilsen. In the upper reaches of the Blanice River a dam was constructed to collect the water in a large basin and to regulate the quantity of water flowing in the Blanice River channel. When the water was at its highest the regulated portion discharged a maximum of 32 cubic meters per second Sketch #7.
12. The regulated part of the river in the lower stretches extended for about 25 kilometers. Ten or 12 three-span bridges of re-enforced concrete crossed this portion. From a strategic viewpoint, this river is considered small and of very little importance; however, there is an exception, if the railroad bridge at Blanice and the station at Protivin were destroyed simultaneously, traffic would be interrupted on the line connecting Prague with Protivin, BudaJovice, and Linc. Traffic would also be disrupted on the railroad line connecting Pilsen with Prativin, BudaJovice, and Linc. Additional traffic would be disrupted on the lines connecting Prague-Pilsen, Razice- Horazdovice-Pilsen and the line connecting Brno with Jihlava, Tabor, Pilsen, Horazdovice, and Klatovy.

- end -

ENCLOSURE (A): Seven Sketches of Railroad Track and Bridge Measurements

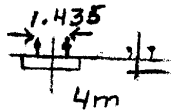
CONFIDENTIAL/SECURITY INFORMATION

CONFIDENTIAL/SECURITY INFORMATION

ENCLOSURE (A)

Measurements are in meters

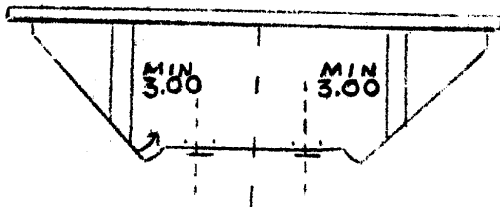
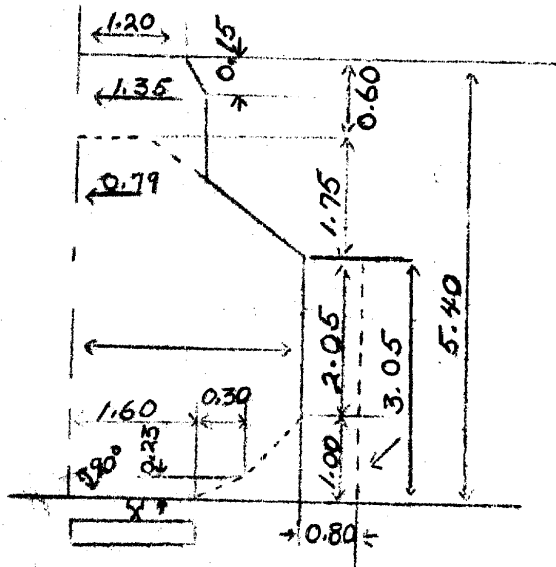
50X1



1.

2.

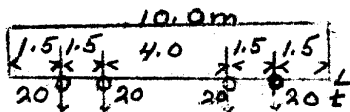
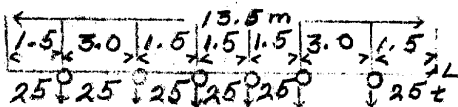
Clearance of Tracks on Bridges or at Stations



4. Min. distance between posts and line through center of rails

3. Clearance increased 0.80m within station area

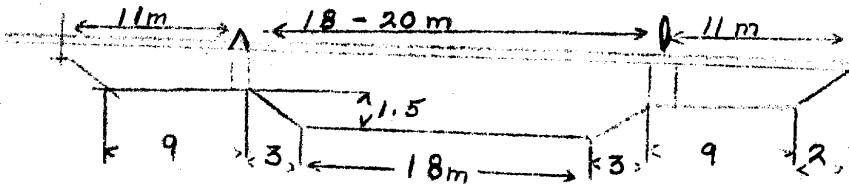
For bridges of Class I; locomotive = 11.11 tons per meter;
car = 8 tons per meter.



5.

6.

Profile Sketch of Channel



7.

CONFIDENTIAL/SECURITY INFORMATION